Pardesh Bihar Madhya Pradesh and Rajasthan as astimated by Register Rajasthan as estimate

General, India, for the decade 1941— 51 and the latest Sample Registrator System estimates for the year 198£ a[r]e as follows:—

Name of State	Estimates of Birth (per thousand population) Decade 1941—51 (Census based)	Ye-tr 1986 (Sample Regis tration System)	Estimate of Death rate (per thousand population) Decade 1941—51 (Census based)	Year 1986 (Sample Registration System)
2. Bihar	38.6 39.0 •	• 37.5	27.2	14.6
3- Madhya Pradesh .	46.1 42. <i	36.5	26.6	13.8
[4]- Rajasthan .		37.2	38.5	13.6
		xf. d		

(e) To improve implementation of Family Planning Programme in these States, causes of failure and thrust areas requiring attention' have been identified. Review[s] with these State Governments [a]re held at different levels to pursue the remedial action with these States. Differential area specific approaches are also being considered.

(f) The Family Planning Programme has a well difined strategy to control the population which is constantly reviewed. This strategy emphazises an optimal use infrastructure created; involvement of voluntary organisations; improving quality of services; enhancing child survival; strengthening of information of temporary contraceptive methods etc.

FiOCI's suggestion for assigning tourism industry to Private Sector

1846. SHRI SURESH KALMADI: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether FICCI has urged Government to assign hotel industry only to the private sector; and

(b) if [s]o, what is reaction of Government thereto?

THE MINISTER OF HEALTH AND FAMILY WELFARE (SHRI MOTI LAL VORA); (a) Mid (b) No such suggestion has been received by the Department of Tourism i[n] the recent past. However, the private sector i* already playing a major role in the development and promotion of tourism in the country; Government is acting largely as a catalyst. To encourage private investment in the tourism/hotel industry, Government has already extended several incentives/concessions to the hotel industry.

Detention of victims at Dada[r] Railway Station

1847. SHRI YALLA SESI BHUSHANA RAO: Will the Minister *ot* RAILWAYS be pleased to refer to th[e] answer to Unstarred Question TW given in the Rajya Sabha on the 27th July, 1988 and state.

(a) whether it is a fact that the passengers of Secunderabad bound Minar Express which met with an accident on the 4th July, 1988 between Byculla and Chinchpokli stations of the Central Railway were

asked to disembark from it at the Dadar Station platform and were detained there till noon, the next day;

(b) whether it is also a fact that it is incumbent on the Railways to look after the passengers under such circumstances; and

(c) if so, what are the reasons for the indifferent attitude of the Railway Staff in attending to the passengers, detained there?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAVRAO SCINDIA)- (a) The passengers of 101 Dn. Minar Ex-press which met with an accident on 4.7.1988, at 22.15 hrs. between Byculla and Chinchpokli stations were taken to Dadar Railway Station as soon as the overhead power could be restored after the accident. The entire rake of Minar Express which met "with the accident was replaced by a fresh rake at Dadar and a duplicate Minar Express was started from Dadar at H-50 hrs. for Secunderabad.

(b) Yes, Sir.

(c) The passengers of the affected train were looked after at Dadar Railway Station from the time they reached there to the time of their departure.

Norms for declaring employees surplus

1848. SHRIMATI BIJOYA CHAKRAVARTY: Will the Minister of HUMAN RESOURCE DEVELOPMENT be pleased to state:

(a) what are the norms for declaring employees in Central Government Ministries/Departments as surplus;

(b) whether these norms are also adhered to by the Kendriya Vidya-laya Sangathan; and

(c) in what manner Government enforce compliance of these norms?

THE MINISTER OF STATE IN THE DEPARTMENTS OF EDUCATION AND CULTURE IN THE MINISTRY OF HUMAN RESOURCE DEVELOPMENT (SHRI L. P. SHAHI): (a) After making assessment of the workload at various levels, man-hours to determine the number of persons required for handling the work at various levels is determined. If the sanctioned strength is more than the assessed strength, the excess is declared as surplus.

(b) Yes, Sir.

(c) The guidelines are enforced through staffing studies base^ on work-measurement in headquarters and regional offices.

Indigenous ship industry

1849. SHRI MOHAMMAD AMIN: SHRI DIPEN GHOSH:

Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether it is a fact that to deliver ships Indian Shipyards tak« 150-160 per cent more cost and six to seven years more time, than foreign builders-

(b) whether it is sufficient cause for shipowners to place orders away from indigenous yards; and

(c) if so, what steps are being taken to make the indigenous ship industry more efficient?

THE MINTSTEB OF STATE IN THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT): (a) and (b) Ship built in Indian yards generally cost more and have longer delivery time when compared to the leading shipyards abroad. This and the limited shipbuilding capacity available in the country are the main reasons for many shipowners placing orders on foreign shipyards.